





Today's  
Advertisements.

## NOTICE.

WE have authorized MR. C. MICHELAU to SIGN our FIRM from this date.  
MELCHERS & CO.  
Shanghai, 28th February, 1900. [295b]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at the Office of the Company, on TUESDAY, the 27th day of March, at Noon, for the purpose of confirming the following Special Resolution which was passed at the Extraordinary General Meeting of Shareholders on the 7th instant.

**SPECIAL RESOLUTION.**  
That the Profits accrued to the Company from the issue at a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1899, amounting to the sum of \$1,250,000, and which was then carried, and is now standing to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised and be applied in part payment of the CALL of \$50 per Share on all the Shares in the Company, to be made by the Board.

By Order of the Board,  
A. SHELTON HOOVER,  
Secretary.  
Hongkong, 7th March, 1900. [297b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR WEIHAUWEN TIENTSIN.

THE Company's Steamship.

"NANCHANG."

Captain Finlayson, will be despatched as above TUESDAY, the 8th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March, 1900. [222b]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship.

"HATCHING."

Captain Davis, will be despatched for the above Ports, on FRIDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAIPRAK & Co., General Managers.

Hongkong, 7th March, 1900. [294b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship.

"KANSU."

Captain Somerville, will be despatched as above on FRIDAY, the 9th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March, 1900. [297b]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO & TIENTSIN.

THE Company's Steamship.

"HUNAN."

Captain Fowler, will be despatched as above on MONDAY, the 12th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th March, 1900. [278b]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship.

"SUISAN."

Captain Tadd, will be despatched as above on TUESDAY, the 13th instant, at Noon.

For Freight or Passage, apply to JARDINE MATHESON & Co., General Managers.

Hongkong, 7th March, 1900. [296b]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship.

"MENMUTIN."

Captain R. W. Almond, will be despatched for the above Port, on TUESDAY, the 13th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.

Hongkong, 7th March, 1900. [298b]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO & SINGAPORE.

THE Company's Steamship.

"KAWACHI MARU,"

## Intimation.



A. S. WATSON & Co., LIMITED.

## WINE MERCHANTS.

ESTABLISHED A.D. 1841.

## CLARETS.

#SE. ESTEPHE, Red Capsule... \$ 6.96 \$ 7.36

EST. JULIEN, Red Capsule... 9.00 9.60

D. LA ROSA, Red Capsule... 12.96 13.92

CHATEAU HAUT BRION LAR... 18.00 19.20

CHATEAU MOUTON D'ARMAIL... 21.00 22.20

HACQ... 21.00 22.20

CHATEAU PONTET CARNET... 25.00 --

CHATEAU LA TOUR CARNET... 30.00 --

CHATEAU RAUZY... 42.00 --

CHATEAU LAFITE... 48.00 --

These CLARETS are bought direct from the leading French growers.

The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made, as is generally the case with cheap wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZY and CHATEAU LAFITE are commended to the notice of Connoisseurs as high-class after-dinner wines of a rich and rare character.

Simple bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

HONGKONG, WEDNESDAY, MARCH 7, 1900.

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 7, 1900.

## NOTES AND COMMENTS.

## THE PHILIPPINE QUESTION.

With the war going on in South Africa one is rather apt to lose sight of other matters in face of the one absorbing topic, but still we must not forget that there are questions awaiting settlement which although not so clearly touching us as the South African problem, yet are of surpassing interest to those concerned. The Philippine question still appears to be as far from being satisfactorily settled as ever. There has been a deal of talk about it in the States and a deal of mutual recrimination as well, but matters do not appear to have got any further and the Americans seem to be as far off a satisfactory settlement of their difficulties as the Filipinos, in fact more so for the Filipinos seem to know what they want and the Americans do not.

There is now a talk of granting self-government to the Filipinos on the same lines as it has been, or is about to be granted to the Cubans, but still nothing has been decided. The President will do this and the President will do that, but somehow or other nothing seems to be done beyond continuing the guerrilla warfare with a foe who is so mobile as to be practically ungettable. In the mean time trade is being ruined, the beautiful islands of the Archipelago deluged in blood and homes and fields and waste in all directions all because nobody can make up their minds as to the right course to pursue.

As we have continually pointed out there was not the slightest necessity for the present unhappy state of affairs ever to have arisen had matters been properly and sensibly handled from the first, as we believe they would have been had Admiral Dewey been given a free hand. If it was not intended that the Filipinos were to be consulted as to their future government but were to be taken over by the American hobs with the Islands. This should have been stated from the first and arms should never have been put into their hands to enable them to side with the Americans against the Spaniards. It is all very well for the Americans to now turn round and say that they never recognised the Filipinos as allies. It is a matter of history that they did so, else why were the prisoners captured by the Americans at Subig bay handed over to the Filipinos and why were these same Filipinos allowed to help themselves as they pleased from the stock of arms captured in the Cavite arsenal? They must have been recognised and so every thinking man will admit.

So far no attempt has been made to meet the Filipinos half way. Nobody authorised to make any but the most vague of terms with them has as yet attempted to make any overtures of peace. It has all been "yes, all you have to do is to trust to the honour of the United States that everything shall be done for your benefit," but the Filipinos have heard these protestations before and require something more definite to go upon before laying down their arms. Why cannot the Americans put in plain terms the form of government that they are willing to grant to the Filipinos and tell them they can either accept or reject it? If, as they say they have

not purchased the Philippines for lust of gold but with the sole object of civilizing the inhabitants it is, to say the least of it, strange that the first step in the civilizing process must needs be a war of extermination. No wonder that folk are apt to smile when benevolent assimilation is mentioned. If matters are still allowed to go on in the same unsatisfactory manner then the only thing that the Americans have to look forward to is a war similar to that which has been waging in Achene for years past on account of which their new possessions will be an encumbrance to them instead of a blessing. We have no desire to see the Americans leave the Far East alone, but we should like to see them take a sensible course and make an arrangement suitable to all parties.

## TELEGRAMS.

## REUTER'S TELEGRAMS.

## REUTER'S SERVICE.

## THE WAR.

## Cape Colony.

LONDON, March 5th.  
Later news from Nordrecht says that General Brabant's Colonial force have occupied the Boer position. A determined attempt to retake which was repulsed with heavy loss, the British losing only 6 killed and 15 wounded.

## Operations in the Free State.

The Times Correspondent at Oosfontein 2nd instant says that opposition is anticipated at Abrahams Kraal thirty miles to the east of Paardeberg, where Commandant Joubert is collecting a force from the whole of the Ladysmith forces in the Northeastern part of the Free State.

## Cape Colony.

General Clements reports that his advanced troops held Achnatung and that the enemy is still in force at Norval's Point Bridge.

## Mafeking.

Mafeking reported "all well" on the 15th February.

## The Budget and War Expenditure.

The Budget in order to meet the war expenditure of £60,000,000, increases the income tax by 4d. duty on Beer 1/- per barrel, Spirits 6d per gallon. Tobacco 4d, Cigars 6d, and tea 2d per lb. It extends Stamp duties on transactions in Stocks and Shares to produce, suspends the Sinking fund and certain annuities for next year, and raises the remaining £35,000,000 required by an issue of Bonds or Stock terminable in ten years, not by an issue of Consols.

## The War.—Losses at Ladysmith.

The losses following Ladysmith were 93 killed and 709 wounded.

## Great Britain and Japan.

The Emperor of Japan has telegraphed his congratulations to the Queen on the recent successes of the British Arms in South Africa.

## HONGKONG VOLUNTEER GAZETTE SERVICE.

## THE WAR.

## Natal.

LONDON, March 6th.  
Reuters correspondent at Ladysmith 3rd inst. says that a portion of the garrison made another reconnaissance and discovered a Boer force behind Popworth Hill, an engagement followed but the attack was not pressed and the troops returned. The casualties were slight.

## Cape Colony.

The Boers stubbornly resisted. General Brabant on the 4th and 5th inst. but retreated suddenly removing their guns and wagons. British casualties were 30.

## Another Large Fire at Yokohama.

YOKOHAMA, February 23rd, 3:30 p.m.  
Fire broke out at about 2:30 p.m. to-day in the rear of a bath-house, called Nigai-yu-ai, at Nigai-cho, 2-chome. As a north-westerly wind was blowing hard at the time, the flames spread with great rapidity to Hisakata-cho, Kumercho and Ashiki-cho, which streets were soon swept away.

## Retaliation against Russia.

TOKYO, February 23rd.  
To-day the House of Peers by a large majority passed through all its stages a Bill sent up from the Lower House to impose a duty on fish imported from Russian Siberia. There was a heated debate.

## Diplomatic Changes.

TOKYO, February 23rd.  
Mr. Kato, the Minister to Great Britain (now in Japan), has been released from his post. Baron Hayashi, the Minister to Russia, has been transferred to London, and Mr. Komura, Minister to the United States, will go to St. Petersburg. The post at Washington has not yet been filled.

## Sentence on a Post Office Defaulter.

YAMAGUCHI, February 23rd.  
Tachibana Sanetaru, an employe in the Tokuyama Post Office, who appropriated two slabs of gold bullion sent by parcel post on the 5th December from the Kurume Bank to the Osaka branch, has been sentenced by the Yamaguchi Chihio Saibansho to minor penal servitude for six years.

## The Fishery Dispute.

MIZ, February 23rd.  
The trouble between the fishermen of Mie and Aichi prefectures is more serious than ever. More policemen were sent to the scene to-day. It is reported that a fleet of 130 fishing-boats has arrived from Aichi.

## Closing of the Diet.

TOKYO, February 24th.  
The closing of the Diet took place to-day at 11 a.m. Marquis Yamagata, the Premier, read the usual Imperial Message.

## Arrival of Prince Waldemar.

TOKYO, February 24th.  
The Danish man-of-war *Valmyria*, with Prince Waldemar on board, arrived here this morning, and after the usual salutes had been exchanged, the Russian and Netherlands Ministers, with Governor Asada, went on board.

## NATIVE REPORT.

The Observatory report says:—  
On the 7th at 11:55 a.m. the barometer has risen on the China coast, except in the South. Pressure is high over N. China, and gradients are rather steep in S. China, with strong monsoon in the Formosa Channel and on the S. coast. FORECAST:—Strong N.E. winds; dull, rainy.

## LOCAL AND GENERAL.

SHANGHAI took over the new French territory there, on the 1st March.

A HAVAS telegram announces the death, of Marshal MacMahon, formerly President of the French Republic.

A COOLIE dropped overboard from a lighter which was being towed up from Quarry Bay on Monday last and was drowned.

AFTER eleven years' residence in Hongkong, the Postmaster General, Capt. W. C. H. Hastings, left for home to-day, on a well earned furlough.

TWENTY-TWO Volunteers from Jamulpus have volunteered their services for South Africa at the request of the agent of the East Indian Railway.

The following rule has been informally laid down by a well-known Pacific Ocean Ship-builder, in respect to the steel ships of the future. They are to average 200 feet for each thousand miles they have to travel.

The Russian Authorities in Siberia, have refused to renew licences for fishing, which had been formerly held by the Japanese, or to grant new licences. Very great indignation has been felt in Japan by these acts of injustice.

THERE were 2,600 troops for Port Arthur, on board the two Volunteer Fleet cruisers, *Coronach* and *Peterburg*, which passed through Singapore a short time ago. On board there were also, a large consignment of the most modern type of fortress guns, and a numerous party of Artillery officers.

A RATHER uncommon occurrence is reported as happening at Mito, Japan, on February 2nd. During a very severe thunderstorm such as has not been experienced for many years, there was a very heavy downfall of snow. This mixture of summer and winter weather is worth putting on record.

WE are informed that arrangements have been made by the P. & O. Company, for the P. & O. Special Train de Luxe, to run from Marseilles to London, in connection with the steamship *Paranatta* and *Moskita*, leaving Hongkong on the 31st March and 14th April respectively direct for Marseilles.

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

To-day at noon an extraordinary general meeting of the shareholders in the above company was held at their offices. The Hon. C. P. Chater, C.M.G., occupied the chair and there were present Messrs. N. A. Sells, D. M. Moses, A. Haupt, J. J. Raymond (directors), A. Shelton Hooper (secretary), A. MacKenzie, A. Denison, A. MacDonachie, E. A. Ram, E. George, J. Orange, H. A. W. Slade, G. de Clumpeaux, J. C. Peter, J. Hooper, D. W. Graddock, E. Palmer, G. Stewart, J. N. Mandy, Dr. Harlison, G. T. Veitch, N. S. Northcote, F. M. Grace, J. A. Grace, D. Jones, S. A. Joseph, E. A. Ram and others.

The Secretary read the notice convening the meeting.

The Hon. C. P. Chater, before addressing the meeting said owing to the indisposition of their chairman, he had been called upon to occupy that position.

Gentlemen, at our last Ordinary Annual Meeting, after the reading of the Reports and Accounts, Mr. MacDonachie suggested for the consideration of the Board and of the shareholders, that it was highly desirable in the interests of the Company and of the Shareholders, that further liability for calls on the shares in the Company should be done away with, and that the shares should become fully paid up, either by capitalising the old Reserve Fund, One and a quarter millions dollars, and issuing a fully paid up scrip for \$75 per share, a course which involved a reduction of our subscribed capital from \$5,000,000 to \$3,750,000; or by capitalising the Reserve Fund, applying it in part payment of \$25 per share on all the shares in the Company, and gradually calling up the other \$25 per share in cash. Mr. MacDonachie recommended the adoption of one or other of these courses on the grounds that our shares—once fully paid up and freed from all further liability, would become a very highly desirable form of investment for Trustees and others having capital to put out, and that we would at the same time confer a benefit on our own Shareholders by furnishing them with a better market and more numerous customers for their shares, and largely benefit the Colony by helping to retain in it money that must otherwise seek investment elsewhere. Your Directors immediately negatived any proposal for the reduction of the Company's capital, but expressed their readiness and willingness to take into consideration any proposals that Mr. MacDonachie and his friends might desire to lay before them for utilizing the Reserve Fund by capitalizing it, and for calling up the unpaid Capital of the Company. They deprecated, however, any discussion at that meeting of Mr. MacDonachie's proposals as inappropriate and not in order. Neither your Directors nor the Shareholders generally having had any notice of these proposals, and the sense of the Meeting being with your Directors, the matter was not then further considered. Since that Meeting, a requisition very numerous and very important, signed has been addressed to the Board, to which they have given the very fullest and most careful consideration, and in the result the present Extraordinary Meeting has been convened. The proposal put forward by the Requisitionists was as follows:—"That the Reserve Fund of \$1,250,000 be capitalised, and \$50 per share be credited to the present scrip of \$50 per share, paid up, and that the remaining \$35 per share be gradually called up, completing the Capital of the Company to its authorized amount of \$5,000,000." With this requisition before them your Directors had four things to consider:—1st, Was it advisable to call up the unpaid Capital, 2nd, By what instalments and when it should be called up, 3rd, Was it advisable to utilize the Reserve Fund of \$1,250,000 in part payment of the call, and 4th, If advisable, could it be legally done and in what form. Now the first conclusion the Board arrived at was this, that no such considerations as those suggested by Mr. MacDonachie at the Ordinary Meeting in justification for his proposals could warrant then in calling up the unpaid Capital; neither the benefit to the Colony nor any possible benefit to the Shareholders personally, unless at the same time they could see their way to early and profitable employment for the Capital so called up. To call up Capital that could not be profitably invested in the Company's operations and at once, would be to injure and not to benefit the Company. On that point your Directors have satisfied themselves, and believe that they can find scope for the profitable employment of any Capital called up, and therefore, if this Meeting approves of the Capital being fully paid up, the Board is ready and willing to give effect to your views, although it is a matter which, under ordinary circumstances, is wholly within their discretion and power. They would like, however, to have that course approved by something more than a bare majority. With reference to the second point, the Board is of opinion that if a call is to be made, it should be made at an early date and in instalments. To call up the amount gradually would militate against the object Mr. MacDonachie and his friends have in view, to get fully paid up shares in which Trustees or other might promptly invest their monies. We see no reason either in the present position of the Colony and of the money market, why the unpaid Capital should not be got in at once. As to the third point, we would have you to bear in mind that, in applying this Reserve Fund as it is now proposed to apply it, you are adding nothing to the present earning power of the Company, while you are increasing the amount of the capital on which we have to pay dividends. This one and a quarter million of the Company's Capital, our working Capital at the moment is practically \$3,750,000 all unemployed, and we pay dividends on \$2,500,000 only. As to the fourth point, we have taken legal advice and are assured that the Reserve Fund of one and a quarter millions created by the Special Resolution of the 6th April 1899, may be capitalised and applied in payment of the calls or part of them, as proposed. It is not a Fund accumulated out of the profits of the company in its current business. It is money that came direct out of the pockets of the Shareholders. It was created by a Special Resolution and its destination may be changed by a like Special Resolution duly confirmed and registered. So that if on any grounds you think it well to apply the fund in payment of a portion of the unpaid capital now to be called up, you may safely and effectually do so by the Special Resolution of which notice has been given.

I now beg to propose the 1st Resolution:—"That the proposal of the Directors to call up the unpaid capital of the Company in one call of \$50 per share, payable on 1st July next, is approved."

Mr. MacDonachie seconded. Carried unanimously.

The Chairman said he was very pleased that the resolution had been carried unanimously as by the Articles of Association, three quarters would be the required majority. The 1st Resolution having been carried, he now begged to propose the following Special Resolution:—"That the profits accrued to the Company from the issue at a premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April 1899, amounting to the sum of \$1,250,000, and which was then carried, and is in standing, to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalised and be applied in part payment of the call of \$50 per share on all the shares in the Company, to be made by the Board."

Mr. Peter seconded and the motion was carried unanimously.

The Chairman said another meeting would be convened to confirm these resolutions. This was all the business.

## THIRTY YEARS REMINISCENCES OF CHINA.

BY MR. J. KIRKWOOD AT THE ENGINEERS' INSTITUTE.

Last Saturday night at the rooms of the Institution of Engineers and Shipbuilders of Hongkong, Mr. J. Kirkwood read a most interesting paper detailing a few of his reminiscences during his thirty years residence in China. Mr. Kirkwood is Chief Engineer in the Customs Service and so has had many opportunities of noticing the changes that have occurred during these years. Mr. W. Ramsay, president and was supported by Messrs. Kinghorn, N. Munford, A. Ritchie, and between thirty and forty other gentlemen.

Mr. Kirkwood commenced by first describing the engineering works that were established in Hongkong in 1869. At Jardine's Point there was a small shipyard, used for their opium schooners. There was also located there a blacksmith and engineering shop, managed by Mr. Findley. In this year two small steamers, a paddle wheel and screw, were completed and sent to Manila. The lecturer had been offered the appointment of engineer on one of these crafts, luckily for himself he refused, as to the best of his knowledge both boats were lost on the voyage and the crew of one of them were badly treated by the natives of Hainan Island. The Hongkong and Whampoa Dock Co. had a timber yard and carpenter's shop in the locality where the Hongkong Timber Yard now is. Among the smaller ventures were Mr. Miller's copper-smith and plumber's shop, Messrs. Speckly and Spratt's carpenter and blacksmith shops, and Mr. Handley's copper-smith's and plumber's shops. The largest engineering works being the Novelty Iron Works, an American undertaking managed by Mr. Murphy. The P. & O. had a very large establishment, of which their respected agent, Mr. Allen, was manager, with about half-a-dozen foremen and a dozen engineers, most of whom were spare men of their ships. Close to the Gasworks were McDonald's shipyard and near Belchers, Mr. Illingworth had an engineering shop. The Hongkong and Whampoa Dock Co.'s head quarters were at Aberdeen, where the business was much brisker than at present, though the establishment was similar. Other docking accommodation was provided by the Union Dock Co. over at Kowloon. They had the present No. 2 dock and a smaller one, No. 3, in construction. The buildings were used as storehouses etc. were then the workshop and the principal docks being at Whampoa, where both companies had premises. Prior to this several shipmasters and carpenters had on

structed mud-docks for repairs etc., to the numerous sailing ships which used to come to Whampoa and Canton in those days. Mr. Cooper was the founder of the dock subsequently purchased by the Hongkong and Whampoa Dock Co. He used to live in a hulk moored in midstream, from which he was kidnapped, taken to Canton, and executed sometime about 1862. In 1869 the Docks were in a flourishing condition with Mr. D. Gillies as manager. The Union Co's were also in a good financial condition but of a composite character, mud, with piles and planks at intervals and had a grimle entrance. The docks at Whampoa were eventually acquired by the Canton government, the Hongkong and Whampoa Dock Co. at present having no interests there at all.

Before the opening of the Suez Canal the P. & O. and M. M. Companies used to make two trips between Hongkong and Suez, and then docked at Whampoa, where they had the advantage of lying in fresh water. The opening of the Suez Canal brought a great influx of steamers, therefore business to the Dock companies. In 1870 to meet this increased trade the companies amalgamated and Mr. Kirkwood shifted from Aberdeen to Kowloon, Messrs. Jardine's paddle steamer *Sin Affiant* being the first to arrive at Hongkong from home through the Canal. The Cosmopolitan Dock was then constructed by Messrs. Esmann, Speckly and Spratt, and engineering works were established by Messrs. Inglis and Chart in the premises now occupied by Messrs. Geo. Fenwick & Co. Captain G. U. Sands in conjunction with the Novelty Iron Works constructed a slip way at Belcher's Bay. Mr. R. Cooke coming from Singapore as manager, about 1870. The lecturer then related how these smaller concerns either disappeared or were absorbed by the larger firms after which he described the different engineering works at the Coast Ports, with which he had been connected, including repairing shops at Port Arthur and Wei-hai-wei. These shops have since been taken over by the Russian and English governments respectively.

Paddle wheel steamers began to die out after the opening of the Canal. The racer of those days was Messrs. Jardine's *Clan Alpine*, and a very comfortable boat she was. The lecturer gave a very amusing personal experience he had on this boat in 1875. The last paddle wheel steamer was a double ended intended for the Hongkong-Kowloon ferry service, having a broad gangway at one end to admit of carriages being driven on board. She was, however, before her time and was sold to the Viceroy of Canton, and was converted into a small draft gunboat. Mr. Kerkwood referred to the *Thales* as a grand representative of the class of boats built by Messrs. Denny & Co. of Dumbarton, a Clyde firm. Mr. W. Parlane was then her chief engineer and Mr. D. Gillies her owner.

The Communication between Hongkong and the Mainland had been greatly improved. In 1870 the only steam launch in the harbour was the Government's twin screw boat *Blanch*, fitted with locomotive boilers with engines bolted on either side of the fire-box. The Dock Company's only means of communication was by a gig.

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scoring the first goal for the sailors. The ball was again brought to centre when the whistle brought things to a standstill, the score being—

H. M. S. *Victorious* ..... goal.  
H. K. F. C. .... nil.  
On changing ends the bluejackets at once became the aggressors. Rutland got away past the backs, sent across to Cain, who found the net with a beauty, half a minute from the rest.

The game being resumed, the club tried hard to retrieve themselves, but to no purpose, the sailors having all the best of matters. Miller got the ball from Rutland, but was tackled by Johnson, who was forced to give a corner. Jefferies planted the leather well in the month of goal.

Miller took the ball when on the move and again found the net with a fast shot which the goalkeeper had no chance of stopping.

After this the Club seemed to make up a bit, and broke away several times, Lowe and Hancock doing some good work on the right wing. Weeks, however, was a hard nut to crack, and stopped the forwards again and again, until the whistle brought the game to a close with the score—

H. M. S. *Victorious* ..... goal.  
H. K. F. C. .... nil.

COMMENTS.  
No doubt the Club were seriously handicapped in not having a strong team. The front rank ought to have done better than they did, as this part of the team at any rate was well represented.

Lowe and Hancock played the best game for the Club, but even they were not up to their old form.

Miller and Cain played a fine game on the left for the ship and most of the work was done from that wing.

It would be hard to choose between the two backs, as both were well impragable. Farragher had an easy time in goal, never hardly being called upon to do anything.

#### A LETTER FROM THE FRONT.

Writing from Chieveley Camp on 10th January a Royal Welch Fusilier says—

"We had a pleasant voyage out and after two nights in the country got shelled out of one camp in the Moei River. Then we made an advance towards Estour, doing a forced march of 21 miles, driving the enemy before us, and the troops were like dead men when they got in, being fairly knocked out. Our next engagement was at Colenso, where we met with a reverse, losing 1147 killed, wounded and missing, and if they could have shot as well as they are supposed to our loss would have been twice as much. In fact we should have lost two companies ourselves, for 'B' and 'G' Coys. were about five hundred yards from the trench. 'B' had a good opportunity of seeing a man, Colonel's orderly. I and Bill are having a fine time here, for we have only to put our shirts outside, and they run away."

#### INDIAN FAMINE RELIEF FUND.

Recent advices from India give particulars of the very great proportions the famine has now assumed. The distress is unparalleled in the history of British rule in India.

The undersigned earnestly requests liberal subscriptions.

T. Jackson,  
Hon. Treasurer.

#### IMPERIAL DECREES.

(Specially translated for the N.C. Daily News.)

February 27th.

(1) The Grand Secretary K'un Kang (Manchu) having been this day ordered out on a secret mission of investigation, his post of Chancellor of the Hanlin Academy is hereby given *pro tem.* to Duke Chung Yü (father-in-law of the late Emperor Tung Chih) and now Grand Preceptor of P'u Chün, Heir Apparent to the Throne.

(2) For the same reason the Grand Secretary K'un Kang's post of Captain General of the Blue Banner Banner Corps is hereby temporarily given to Tsai Hsin, Prince Chuang, 1st Order.

Notes.—The secret mission above noted is supposed to refer to charges of peculation against prominent members of the Board of Works superintending the enlargement and decoration of the "Myriad Ages" Mausoleum, which is destined to be the Empress Dowager's last resting-place, and upon which over five million taels have already been expended.—*Transl.*

#### THE REIGN OF TERROR IN CHINA.

The Empress-Dowager is still pursuing with remorseless vindictiveness all those unfortunate who, being Chinese of note, are suspected of predilections in favour of reform or of desiring something better than her corrupt rule and suicidal policy. Accordingly, we learn that she has issued orders to the Viceroy and Governors to apprehend all Chinese suspected of reform tendencies, amongst them being such once exalted names as those of the aged Wang Tung-ho, the Emperor's former tutor, Wang Tung-shih, one of the most enlightened of *Wang-hsin*, and Su Pao-shun a man of the rank of ex-Governor of a province. Some of these gentlemen are residing in the foreign settlements of Shanghai and it behoves the foreign authorities to take active steps to protect them against the machinations of the secret emissaries of the Empress and of the acting Nanking Viceroy who is urging the Taotai here to procure their arrest. If this is not done, we are convinced serious complications may arise at any moment here.

King Lin Shan is still in the hands of the Governor of Aqqao and has not (and we hope will not be) been handed over to the official assassins appointed by Li Hung-chang to murder him.

A Hanlin named Sou-pen, who is suspected of progressive leanings, has been arrested by the authorities at Sochow at the instance of the Empress-Dowager, and orders have been given for his decapitation.—*China Gazette.*

#### GREAT IMPROVEMENT SCHEME FOR KIOTO.

The Kioto city authorities have two ambitious schemes on hand. One is a plan for utilising the Ujigawa stream in producing electricity, and the other is a project for the improvement of the streets in anticipation of the expansion of the city to a population of one million. Two wide streets crossing each other are to be laid out as principal streets from east to west and from north to south. The completion of these will be the first stage of the scheme. They will be 60 feet in width and will extend from one end of the city to the other. The expenditure for the first term is put at four million yen, of which one quarter will be floated as a city loan and another quarter will be applied for from the Government as a subsidy. The remaining half will be raised by increasing the taxes.—*Kobe Herald.*

#### SUICIDE OF A FOREIGNER IN JAPAN.

Early on Friday morning, says the *Kobe Herald* of 26th ult., Mr. Rudolf von Mann, aged 34, a German subject, shot himself at his residence at Honmoku. The body was found by the maid servant about 8 a.m. There was a bullet wound in the head, and a revolver lay by deceased's side. The matter was reported to the Hsu Police, and Mr. Okada, Chief Inspector, the German Vice-Consul, Mr. Hagen, and Dr. Koch of the German Hospital, visited the house and examined the body. They at once arrived at the conclusion that the case was one of suicide. Mr. Mann was up to October, 1898, Assistant Brewer of the Japan Brewery Co., and afterwards Chief Brewer of the Hodojaya Brewery Co. He had been unemployed for some months. Deceased had been six years in Japan.

#### AUSTRIAN LLOYDS LINER AGROUND.

Kobe, February 26th.  
The Austrian Lloyd steamer *Erzherzog Franz Ferdinand*, Capt. Moller, went aground on Saturday morning in the middle channel of Uruga. The new Austro-Hungarian Minister and family, as well as the new Consul and family, are on board. Admiral Mori requested the Admiral in command at Yokosuka to send assistance to the stranded vessel. The vessel was successfully floated yesterday and has since arrived at Yokohama, apparently none the worse for having been aground.—*Herald.*

#### THE YOKOHAMA FIRE.

The number of houses burnt on Friday in the "Theatre Street" fire at Yokohama was 324, with 23 partially destroyed. The companies chiefly affected are the Yokohama Insurance (15,000 yen); the Tokio Fire (6,500 yen); the Tokio House-fittings and Chateaux (5,500 yen); the Property Insurance (6,000 yen), etc.—*Kobe Herald.*

#### SIGNIFICANT MOVEMENTS IN JAPAN.

The *Tayashiki Kato*, torpedo boat tender, left Sasebo for Fusan yesterday afternoon, says the *Kobe Herald* of 26th ult. Commandant Nomura, Naval Staff Officer of the Kure Naval Station was in Kobe on the 24th inst. He went on board the O.S.K. steamer *Taiwan Maru* and thoroughly inspected her. The inspection showed her to be suitable for service as a cruiser in time of war and arrangements for mounting guns on her will be made immediately. The *Taiwan Maru*, sister ship to the *Taiwan Maru*, will also be under orders for similar service if necessary. Such is the news published by the *Kobe Herald*. We have not been able to obtain confirmation of this somewhat startling intelligence at the local office of the O.S.K.

The Japanese Standing Squadron proceeded to Kure Bay, Yamaguchi Ken from Kure yesterday. The Squadron will stay there till March next, holding torpedo practice.

#### THE IMPERIAL JAPANESE MARRIAGE.

Memorial postage stamps will be issued to the number of 500,000, on the occasion of the forthcoming marriage of the Crown Prince, says a Japanese contemporary. The printing of the stamps is said to have been already completed. All the articles to be used in the wedding ceremony will be presented in the stamps, which also bear the names of the Imperial family, with the crest of the Kujō Family, the date of the ceremony being printed underneath.

#### RUSSIAN AUTHORITIES BACKING DOWN.

An official telegram to the Japanese Government states that the Governor of Amur (Siberia) has notified that there will be no enforcement of the 2nd clause of the 13th article of the new Fishing Law in course of this year. The telegram dispatched by the Saghalien Fishing Guild (Japanese) to the chief office at Hakodate states that any person granted fishing rights in any section of water within the specified area will have the right renewed this year, and the person is to be allowed on any part not included in the specified area, whatever his nationality be. Applications will be received up to 1st March instead of 27th February this year. It therefore seems as if the Russian authorities were impressed by the attitude of Japan in this matter and are inclined to give way to some extent.—*Kobe Herald.*

#### MADAGASCAR TROUBLES.

DEPARTURE OF TROOPS.

PARIS, February 26th.  
The French Government was questioned in the Chamber of Deputies regarding the despatch of reinforcements to Madagascar, and M. Waldeck Rousseau stated in reply that the Government had sent the first artillery brigade to the island on the 10th inst. This action was necessary.

The second brigade would set sail on 6th March next, 4,000 men—the remaining number of reinforcements to be despatched—will be mobilised from the corps outside of the Republic (in the French colonies). The Chamber accepted the explanation.—*Asahi.*

#### DISTURBANCE AT A JUJUTSU EXHIBITION.

The promised display of *jujutsu*, fencing sword-dancing, etc. at the Kirakura Theatre, Yokohama, yesterday afternoon and evening, says the *Japan Herald* of 24th ult., did not take place after all, the spectators, native and foreign, numbering quite two thousand in all, being treated to another sort of exhibition instead—an exhibition of coolie ruffianism, perhaps, altogether unrehearsed. Mr. Ehara, M.P., a well-known patron of athletic sports, who presided, had hardly finished his opening remarks, when a gang of twenty ruffians suddenly entered the theatre and, ascending the stage, declared, with many furious gesticulations, that it was not seemly for an exhibition of this kind to be given while a fire was raging not far off. They then set to work and began to smash everything breakable, and to throw the *tatami* in all directions. The *jujutsu* experts naturally resisted and a free fight ensued, in the midst of which, the Police arrived, and after effecting the arrest of four of the ringleaders, ordered the spectators to disperse. Thus, the foreigners present did not get the excitement they bargained for, though nobody could reasonably assert that the proceedings were dull. It is stated that the coolies were hired by the proprietor of the Kirakura Theatre, opposite, who is jealous of the success achieved by the rival establishment.

#### CAPTAIN MAHAN AND THE WAR.

Captain Mahan contributes an article to the *Independence* replying to the contention that the Boers have by occupation acquired the right to perpetual independence and to administer their country as they please. Captain Mahan replies—

"I hope that their occupancy does not necessarily confer one or other of these rights. Either of them or both depend upon the use they make or have made of their power. Personally, I believe they have gravely failed and have forfeited their right. I believe the Boer Government and general administration to constitute a corrupt and oppressive oligarchy. Is it possible that there are Americans who in face of the records, really believe that the Transvaal rather than Great Britain stands for the cause of political liberty and purity of administration?"

#### MR. ALGER AND THE WAR.

WASHINGTON, January 30th.  
Mr. Alger, Secretary for War, declared today in an interview that it would be un-American and unpatriotic on the part of any American to stir up a division among Americans on pro-British and anti-Boer, pro-British and anti-British lines. "The war," Mr. Alger continued, "in no way concerns the American people or Government. The English Government and people kept their hands out and their mouths closed in 1898 when we were fighting Spain. This country ought to be as silent in 1900 as England was in 1898."

It now transpires that before the subject of the alleged utterances of Mr. Vansittart, the British Consul at New Orleans, was brought up in the Senate Mr. Alger had inquired into the matter and had found that Mr. Vansittart completely repudiated the remarks attributed to him. It is expected that his denial will be submitted to the Foreign Relations Committee of the Senate.

#### NATAL AND THE WAR.

The following is an official list, so far as yet ascertained, of the volunteer and local forces serving at the front in Natal:

Natal Naval Volunteers, 150; Natal Carbineers, 45; Natal Mounted Rifles, 200; Border Mounted Rifles, 270; Umvoti Mounted Rifles, 120; Natal Field Artillery, 120; Natal Royal Rifles, 145; Durban Light Infantry, 400; Medical Staff, 7; Veterinary 2; Staff, 19; Natal Mounted Police (European) at Ladysmith and other portions of the colony, 649; Thompson's Mounted Infantry, 500; Imperial Light Infantry, 1,000; Imperial Light Horse, 200; Colonial Scouts 322; Artillery-Batteries, 18; Section, 1,000; and Section, 600 Total, 7,138. South African Light Horse, Chieveley, not yet ascertained.

#### THE SWISS PRESS AND THE WAR.

The following telegram has been received from the British Consul-General at Zurich:—

At a private meeting of 30 eminent citizens held at the Hotel Laur at Lucerne, and convened by Dr. Emmer, rector of St. Peter's Church and Professor of Theology at the Zurich University, M. Robert Schwarzenbach, the great silk manufacturer, and Dr. H. Angst, Director of the New Swiss National Museum, who respectively represented the learned professions, of industry, and commerce, it was decided to issue a manifesto to the Swiss Press stating the services rendered by England to the cause of freedom and civilization, and asking editors to cease from joining the chorus of abuse of England in foreign newspapers. The manifesto, with full signatures attached, will be sent next week to every Swiss paper.

#### THE TRADE OF CAPE COLONY.

The imports into Cape Colony in 1899 amounted to £10,207,450, against £10,682,438 in the previous year. The exports were of the value of £25,333,000, as compared with £25,318,601. The rebate trade was valued with the war.

#### SHIPPING REPORTS.

Captain J. Gier, of the steamship *Sarpedon*, from Amoy, reports—Strong monsoon and dull heavy weather throughout.

Capt. Frigate, of the steamship *Medon*, from Shanghai, reports—N.E. wind, moderate sea and fine weather to Ocken, overcast, cloudy, rain showers with light wind to port.

Captain J. S. Thompson, of the steamship *Kawachi Maru*, from London and Singapore, reports—Gentle N.E. monsoon, smooth sea, with thick haze weather about 30 miles south of Gap Kock.

Captain W. Davis, of the steamship *Haitching*, from Foochow, Amoy and Swatow, reports—Moderate monsoon throughout, showery and sea moderate. Vessels in Amoy—*Sarpedon*, *Ceylon*, *Piccola*, *Tenkai*, *Singan*, and *Glenfalloch*. In Swatow—*Chifou*, *Kwangsang*, and *Keungwei*.

#### NOTANDA.

MARCH.

Meteorological notes based on ten years' observations to 1899.

Barometer ..... 30.14  
Thermometer ..... 57.3  
Humidity ..... 79.0  
Rainfall ..... 1.76

#### TO-DAY.

On date at 10 a.m. On date at 4 p.m.

Barometer ..... 30.14 30.09  
Temperature ..... 62 59  
Humidity ..... 91 92  
Rainfall ..... 0.11 —

#### TO-DAY.

Wednesday, 7th March, 1900.

Chinese—7th of 2nd moon of 26th year of Kwang-shi.

Sun—Rises ..... 6hr. 13min.  
Set ..... 6hr. 4min.  
High water—Morning ..... 1hr. 45min.  
Afternoon ..... 2hr. 35min.  
Low water—Morning ..... 3hr. 3min.  
Afternoon ..... 3hr. 3min.

#### ANNIVERSARIES.

1856—Chinese Fire Brigade organised in Hongkong.

1874—Burning of Coomassie and flight of King Koffie.

1894—Ocean Co's steamer *Tantalus* stranded off Table Island; afterwards got off much damaged.

1897—Suicide of Mr. R. Panch near Yokohama.

1899—British Minister visits Teungli Vamen in support of Italian Claim.

#### TO-MORROW.

Thursday, 8th March, 1900.

Chinese—8th of 2nd moon of 26th year of Kwang-shi.

Sun—Rises ..... 6hr. 17min.  
Set ..... 6hr. 5min.

Noon—First Quarter moon, 30min. p.m.  
Noon—Max. Temp. N. 3hr. a.m.

High water—Morning ..... 2hr. 29min.  
Afternoon ..... 3hr. 18min.

Low water—Morning ..... 9hr. 2min.  
Afternoon ..... 3hr. 52min.

#### ANNIVERSARIES.

1801—Aulie of Abkhaz.

1844—Bernadotte, King of Sweden, died.

1854—Commercial treaty between United States and Japan concluded.

1860—A defiant reply given by China to the ultimatum of the Allies.

1868—Steamer *Hologabost*.

1897—H. E. Chang Yin Huan appointed Chinese ambassador to the Diamond Jubilee.

1898—Russia demands lease of Port Arthur and Tientsin on same terms as Kiachow.

#### AGENDA.

TO-DAY.

St. David's Ball at City Hall by the R. Welch Fusiliers.

5.7 p.m. "D" & "E" Cos. Examination of Officers and Sergeants.

6.7 p.m. Band Practice.

#### TO-MORROW.

Cargo ex *Paranalla* subject to rent.

P. & O. steamer *Calcutta* leaves for London.

Noon—China Fire Insurance Co., Ltd. 31st Ordinary Meeting of Shareholders, at Club House.

Noon—Hongkong Rope Manufacturing Co., Ltd. 15th Ordinary Annual Meeting of Shareholders, at the Company's offices.

Ocean Steamship Co's steamer *Sarpedon* leaves for London via Suez Canal.

Cargo ex *Doris* subject to rent.

N. P. S. Co's steamer *Monmouthshire* leaves for Portland, Oregon.

O. S. Co's steamer *Nador* leaves for Liverpool (direct).

S. T. & Co's steamer *M. rora* leaves for New York.

3 p.m.—Meeting of Legislative Council.

G. N. steamer *Wangshing* leaves for Tientsin and Wei-Hai-Wei.

5.55 p.m.—A Regular Meeting of the Delicentia Lodge at Freemason's Hall, Zealand Street.

H.K.V.C. ORDERS.

5.7 p.m.—"A," "B" & "C" Co., Examination of Officers and Sergeants.

5.30 p.m.—"A," "B" & "C" Co., Company Drill under the Adjutant at Head Quarters.

5.30 p.m.—"E" Co., E. L. at Belcher's.

#### FRIDAY, 9th.

Daylight N. Y. K. steamer *Kanagawa Maru* leaves for Europe.

I. C. S. N. Co's steamer *Mausang* leaves for Sandakan (direct) same Co's steamer *Loongang* will leave for Manila at 4 p.m.

H.K.V.C. ORDERS.

5.7 p.m.—F. B. Company Drill under the Adjutant at Head Quarters.

5 p.m.—F. B. Company Drill under the Adjutant at Head Quarters.

SATURDAY, 10th.

C. N. steamer *Changshu* leaves for Australia.

O. & O. steamship Co's steamer *Doris* leaves for San Francisco.

4 p.m.—N. Y. K. steamer *Riojin Maru* leaves for Victoria B. C.

C. N. Co's steamer *Hanan* leaves for Chefoo and Tientsin.

C. & O. Co's steamer *Thyra* leaves for San Diego.

Football—Beneficial for the H.K.F. Challenge Shield Engineers Institute V. "G" Co. R.W.F. Happy Valley.

MONDAY, 12th.

Cargo ex *Konig Albert*, subject to rent.

4 p.m.—Cargo ex *Camilla*, subject to rent.

TUESDAY, 13th.

5 p.m.—Fourteenth Yearly General Meeting of the Hongkong Club, at Club House.

At the conclusion of the above there will be an extraordinary General Meeting of the same Club.

#### SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Nippon Maru*) 10th inst.

French (*Annam*) 12th inst.

Indian (*Aravind Avar*) 13th.

American (*City of Rio de Janeiro*) 17th inst.

Canadian (*Empress of China*) 20th inst.

American (*Copied*) 26th inst.

The steamer *Aravind Avar*, from Calcutta, left Singapore for this port this afternoon.

The P. M. S. Co. steamer *Nippon Maru*, left Shanghai for this port this morning at 2 o'clock.

The Austrian Lloyd's S. N. Co's steamer *Prz. Ferdinand* left Kobe via Moji for this port to-day.

The steamer *Heidelberg*, from Hamburg left Singapore for our port on the 6th inst. and may be expected here on or about the 12th inst.

HONGKONG AND WHARF DOCK RETURNS.

Isa de Cuba ..... at Kowloon 7 Dock.

H.M.S. *Hermione* ..... " " " "

Suisang ..... " " " "

Shantung ..... " " " "

Germania ..... " " " "

Kaifong ..... " " " "

U.S.S. *Menadnock* ..... " " " "

U.S.S. *Wheeling* ..... " " " "

D. Juan d'Austria ..... " " " "

Doris ..... " " " "

Daphne ..... " " " "

Quarta ..... " " " "

Monmouthshire ..... " " " "

#### Shipping.

Arrivals.

CEYLON, British steamer, 2,637, C. L. Daniel, 6th Mar.,—Yokohama 22nd Feb., General.—P. & O. S. N. Co.

TAI LEE, German steamer, 828, T. Calender, 6th Mar.,—Manila 3rd Mar., General.—Meyer & Co.

KANSU, British steamer, 1,158, A. Somerville, 6th Mar.,—Java 26th Feb., Sagar.—Butterfield & Swire.

SABINE RICKMERS, British steamer, 690, J. R. Nabet, R. N. S., 6th Mar.,—Amoy 5th Mar., General.—Arnhold, Karberg & Co.

SEONG LORNG, British steamer, 1,278, J. P. Sharp, 6th Mar.,—Rangoon via Singapore 25th Feb., General.—Ye Sin.



## Intimations.

WATKINS, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Office, Queen's Road, at NOON, on SATURDAY, the 17th instant, for the purpose of receiving the Report of the General Managers, with a Statement of Accounts to 31st December, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 17th instant, both days inclusive.

G. A. WATKINS,  
General Managers.

Hongkong, 5th March, 1900.

HONGKONG HOTEL COMPANY,  
LIMITED.

## NOTICE.

THE ORDINARY HALF YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th instant, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1899, with the Report of the Directors, and to discuss any matters that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to 27th instant, both days inclusive.

By Order of the Board,  
C. MOONEY,  
Secretary.

Hongkong, 1st March, 1900.

THE HONGKONG HOTEL COMPANY,  
LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong Hotel Company, Limited, will be held at the COMPANY'S HOTEL, on TUESDAY, the 27th day of March, 1900, at 12.15 P.M.

1.—To consider and if thought fit approve the draft New Regulations which will be submitted to the Meeting and in the event of the approval thereof with or without modifications or alterations.

2.—To consider and if thought fit to pass a Resolution to the effect "that the New Regulations already approved by this Meeting and for the purpose of identifying the same be and the same are hereby approved and that such Regulations be and the same are hereby adopted as the Regulations of the Company to the exclusion of all the existing Regulations thereof."

A copy of the proposed New Regulations may be seen at the Company's Office.

Should the above Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting, which will be subsequently convened.

Dated the 1st day of March, 1900.

By Order of the Board,  
C. MOONEY,  
Secretary.

27th March, 1900.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

CONTRIBUTING Shareholders are requested to send in a Statement of Business contributed during the Half Year ended 31st December, 1899, on or before the 21st March on which date the Account will be CLOSED.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.

Hongkong, 1st March, 1900.

## Masonic.

DELIGENTIA LODGE OF

## INSTRUCTION.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, TO-MORROW, the 8th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 6th March, 1900.

## To be Let.

TO LET.

5 ROOMED BUNGALOW 'RHEDA' BONHAM ROAD.

Apply to  
CHINA MERCHANTS STEAM NAVIGATION CO.

No. 22, Praya West.

Hongkong, 6th March, 1900.

## TO LET.

NO. 1, GOUGH HILL. Furnished Residence at the Peak.

Apply to the  
SECRETARY,  
HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 6th March, 1900.

## TO LET.

"HARFORD." MAGAZINE GAP.

GROUND FLOOR, 52, PEEL STREET.

NO. 4, RIPLEY TERRACE.

"THE RETREAT." MOUNT KELLET.

TOP FLOOR, No. 1, DUDDELL STREET.

GODOWNS—Nos. 80a and 82, PRAYA EAST.

Apply to  
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 6th March, 1900.

## For Sale.

FOR SALE.

PARTIALLY DECKED CENTRE BOARD YACHT 'GEISHA'. Length over all 20' 6", Water Line 17' 3", Beam 5'. All Lead Ballast. At present in cruising order.

For Particulars, apply to  
"X."

c/o This Office.

Hongkong, 26th January, 1900.

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

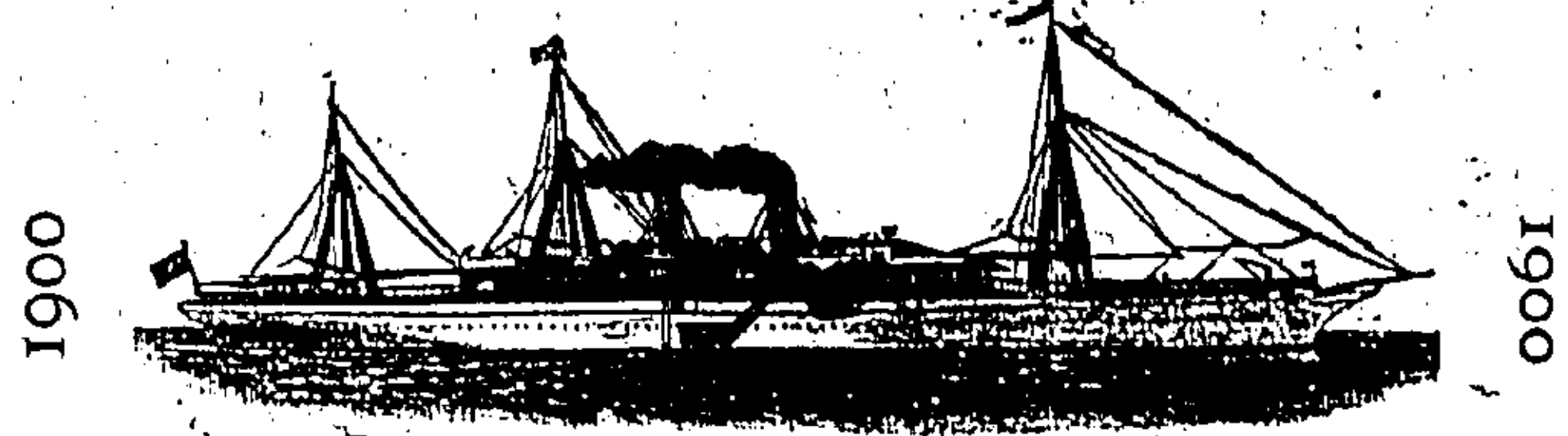
THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.

Hongkong, 28th May, 1899.

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—19,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.  
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 4th April.  
EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 25th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
10, Queen's Street.

Hongkong, 14th February, 1900.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH  
THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM  
HONGKONG TO SAN DIEGO AND  
SAN FRANCISCO,  
VIA INLAND SEA OF JAPAN AND  
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Thyra... 13.406 about Mar. 10

Lady Joyce... 13.406 about Mar. 31

THE Steamship

"THYRA,"

will be despatched for SAN DIEGO and

SAN FRANCISCO, VIA KOBE, YOKO-

HAMA & HONOLULU, on SATURDAY,

the 10th instant.

Through Bills of Lading issued to any point

in the United States.

Cargo will be received on board until 5 P.M.

the day previous to sailing. Parcel packages

will be received at the OFFICE until the same

time. All parcels should be marked to address

in full. Value of same is required.

Consular Invoices, to accompany cargo des-

tined to Points beyond San Diego, should be

sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or

Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, China and Japan.

Hongkong, 6th March, 1900.

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Goodwin... 14.111 A. Jackson... Mar. 15

Olympia... 14.137 J. Truebridge... Mar. 31

Glenora... 14.370 W. Frakes... April 24

ALSO

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVI-

GATION COMPANY.

Monmouthshire... 12.874 W. A. Evans... Mar. 8

Braemar... 13.601 W. Watt... Mar. 22

Columbia... 12.976 T. E. Dobson... April 7

THE attention of Passengers is directed to

the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables.

DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on

the American Continent. Magnificent Scenery

of the ROCKY AND CASCADE MOUNTAINS.

The YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of

the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Points, and to Canadian and United

States Points.

Consular Invoices of Goods for United States

Points should be in quadruplicate; and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Port-

land, Or. (whichever may be the destination of

the Steamer).

Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day

previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,

General Agents.

Hongkong, 31st March, 1900.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA  
AND EUROPE.

THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama and Honolulu) Saturday, 10th Mar., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama and Honolulu) Thursday, 5th April, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, In-

land Sea, Yokohama and Honolulu) Tuesday, 1st May, at Noon.

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU,

on SATURDAY, the 10th March, at Noon.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to Eng-

land, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities

of the United States or Canada. Rates, and

particulars of the various Routes may be ob-

tained upon application.

Special rates (First-class only) are granted

to Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European

Officials in the service of China and Japan, and

to Government officials and their families.

Passengers who have paid full fare, re-embarking

at San Francisco for China or Japan (or vice versa)

within one year, will be allowed a

discount of 10 per cent. This allowance does

not apply to through fares for China and Japan

to Europe.

All PARCEL PACKAGES should be marked to

address in full, and same will be received at

the Company's Office until FIVE P.M. the day

previous to sailing.

Consular Invoices to accompany Cargo des-

tined to Points beyond San Francisco, in the

United States should be sent to the Company's

Office, addressed to the Collector of Customs,

San Francisco.

For further information as to Freight or

Passage, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th February, 1900.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL and

AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her

Majesty's Mails, will be despatched from this

Port for BOMBAY, &c., on SATURDAY,

the 17th instant, at Noon, taking Passengers and

Cargo for the above Ports.

Silk and Valuables, all Cargo for France

and Tea for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay with Transhipment.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Copies and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,

Superintendent.

Hongkong, 3rd March, 1900.

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

## STEAMERS.

## DESTINATIONS.

## SAILING DATES.



## A GALLANT FEAT.

In September last, whilst second officer of the steamship *Barat*, disabled in the Indian Ocean, Mr. Kenneth Lyon, a Scotchman, volunteered to take charge of an open boat, and proceeded to Padang, 650 miles distant, in order to obtain succour for his vessel. This mission he successfully accomplished, in spite of many difficulties, being 13 days in the boat, while for seven days he had no opportunities for making observations as to his position, owing to the sun being obscured. On the arrival of Mr. Lyon in Calcutta, he was presented by the shipmasters in the port with a gold medal, Sir John Woodburn, Lieut. Governor of Bengal, making the presentation, and Mr. Lyon has now also been awarded a gold medal for meritorious services "an honorary acknowledgement of his extraordinary exertions."

## MAGAZINE RIFLE.

Capt. W. H. James, late R.E., writes on the question of our infantry armament, saying, while there can be no doubt that the ballistic capabilities of our rifle are equal to, if not slightly better than those of any other European Power, there are two points in which it is distinctly inferior.

The first is the breech-bolt, which is unnecessarily complicated and clumsy. The second, and by far the most important, is the fact that ours is only a single loader, whereas every other Power that has adopted the magazine rifle has adopted the system of clip loaders with it. The clip, as a rule, contains five cartridges, and these can be loaded by one motion into the rifle. We have a magazine which holds ten rounds, but once that is exhausted the rifle becomes a single loader, and only one cartridge can be inserted at a time. For this reason it is possible and undesirable when under fire to fill up the magazine by single cartridges, which would take the time required to fire at least six to eight shots. The magazine is supposed to be used at the "supreme moment." What that moment is will be a matter of opinion amongst the troops under fire, and it is uncommonly likely to take place before our men actually close with the enemy. Why we have persistently set our faces against clip loaders passes my wit to understand. I believe at the present moment experiments are being made with the "system" it seems to me unfortunate that these were not carried out years ago, when the Lee-Metford was first introduced into the army.

## WHEN EUROPE MAY INTERVENE.

## AN AMERICAN VIEW.

If there was at an earlier stage in the South African war any disposition on the part of the European powers to intervene between the belligerents it has since been disavowed. Undoubtedly Britain expected an attempt at intervention from some quarter—either from France or Germany or Russia or from all three of them, and no reasonable explanation can be given of the assembling of her fleets at the outbreak of hostilities, for neither her coast nor her commerce were in danger of attack from the two inland and feeble republics with which she is waging war.

By common consent all nations have so far kept hands off and given the belligerents a free rein. There is no assurance in the present attitude of the great European powers, however, that they will continue to remain passive. The probabilities are that they are waiting the final outcome of the struggle, when the time will be opportune for intervention, in which every power of any consequence in Europe will be arrayed against England. If the South African republics triumph, intervention will doubtless follow to secure for them the legitimate fruits of success and to protect the interests of each of the powers which have obtained a foothold on the continent of Africa. Besides, such an opportunity for the humiliation of England, with which no nation in Europe is to-day on terms of cordial friendship, will not be allowed to pass without being utilized. If, on the other hand, the British finally succeed in the conquest of the Free State and the Transvaal, Europe will intervene to curb the territorial advance of England. For either course the history of modern times provides precedents.

England herself furnished a precedent in 1878 for stripping the victor of the legitimate spoils of war when she intervened to prevent Russia from reaping the fruits of her war with Turkey which were accorded to her under the treaty of San Stefano. That treaty ceded to Russia the portion of Bessarabia which had been taken from her at the close of the Crimean war, also Kara, Batoum and the adjoining territory in Asia Minor. The independence of Serbia, Montenegro and Roumania was also recognized. Over these principalities the Porte had previously exercised a suzerainty, Bulgaria was constituted an autonomous state, tributary, however, to the Porte. Virtually all of these principalities were placed within the sphere of Russian influence and domination.

During the war England had occupied a passive attitude, although her moral support was given to Turkey. But as soon as the treaty of San Stefano was signed, Beaconsfield, who was then Premier, refused to give his assent to its terms, and taking advantage of Russia's weakened condition after an exhaustive conflict, preparation for war was made. The British fleet was assembled at the Dardanelles. Troops were brought from India to Malta, and Russia was intimidated into submitting the results of the war to a revisionary congress, which was opened at Berlin on June 13, 1878. Great Britain, Russia, Austria, Germany, Italy and Turkey were represented at the congress, which virtually stripped Russia of most of the territory she had acquired under the treaty of San Stefano and set back her territorial boundaries nearly where they were before the war began. At that congress Bismarck presided, and Lord Salisbury accompanied Beaconsfield as the British Secretary of State for Foreign Affairs, and the three dictated the terms of the new treaty agreed upon. Later on the duplicity of Beaconsfield and Salisbury was revealed in the production of a secret treaty formed between Turkey and Great Britain without the knowledge of the other powers represented at the Berlin congress, which ceded the island of Cyprus to England and gave her absolute command of the Levant and control over the Mediterranean end of the Suez canal, and the mouth of the Nile.

The other European powers which were parties to the treaty have not forgotten the trick played upon them. Perhaps the reason they are now indifferent about intervening is because they are waiting until England has carried out her desire to conquer the two South African republics to further her chances of empire on that continent, when by a similar unity of action to that which resulted in the Berlin congress they will demand a voice in the final disposition of African territory and deal out to Salisbury a measure like that which was dealt out to them in 1878. Such a sequence to the present war seems almost inevitable. England will scarcely be in a position to resist united Europe after exhausting her resources in a costly and prolonged war in South Africa any more than Russia was then, and she will be quite as friendless as Russia then.

## UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Alekseff, M.  
Armstrong, A.  
Arb, N. M.  
Anley, Dr. V.  
Armar, J.  
Albert, Hope S. S. Cor.  
Amblek, Andrado.  
Akermann, B.  
Angelina, S.  
Altona, Mr.  
Abadi, V.  
Atanash, D.  
Bazilian, Z. S.  
Bennett, Mr.  
Blake, R. E.  
Baring, T.  
Bibby, Angus.  
Ballard, Anna.  
Brennes, C.  
Bunutt, L. C.  
Brusse, C.  
Buckley, Bloom.  
Bloom, Rosa.  
Bowles, C. E.  
McDonald, M.  
Bass, J. M.  
Barnum, R.  
Belys, M.  
Bourdanel, Banddroff.  
Bridge, G. E.  
Bredemeyer, Breitag, H.  
Brooks, W.  
Bery, H. A.  
Buntenfeld, L.  
Bosch, Thubbas.  
Brigle, P. P.  
Bleto, W. & Co.  
Bargos, F.  
Bailey, Mons.  
Baker, Col. W. H.  
Brud, L. M.  
Baldasine, Bholos.  
Berthier, G.  
Baron, S.  
Blake, E.  
Price, W. G.  
Brown, Brothert N. P.  
Crook, Miss H. C.  
Crauston, Miss E.  
Clifton, G.  
Chinevala, S. F.  
Crook, Miss N. C.  
Cutter, Miss R.  
Cameron, D. C.  
Chambers, E. H.  
Crony, H.  
Chaplin, Miss.  
Chinn, F.  
Chaplin, G.  
Colenso, R. L.  
Cheung Kong Calder, W.  
Clark, Anna.  
Carman, D. M.  
Clayton, G. F.  
Caradua, G.  
Chausen, F.  
David, A. W.  
Delandnespa.  
Dauncey, C.  
Dalton, C.  
Dirko, K.  
Davies, Capt. F.  
Davaney, M.  
Doak, Mr.  
Dobberke, H. H.  
Drysdale, Miss.  
Davis, E. C.  
Dayleigh, J. M. V.  
Dosthai, R.  
Davison, T. G.  
Donoghue, Miss O.  
Ellis, J.  
Forster, R. C. H.  
Franklin, C. S. P.  
Frühstorfer, H.  
Futuda, S.  
Fou Chan-Fau.  
Fueswyo, G. A. G.  
Fong Hall.  
Fisher, Miss C.  
Foster, M. R.  
Guentz, Galey.  
Ghyke, Mr. and Mrs.  
Gibbons, Mr. and Mrs.  
Green, Robert.  
Gans, S. M.  
Gutierrez, O.  
Grunberg, T.  
Gronne, E.  
Grote, W.  
Grider, R. H.  
Hesketh, S. B.  
Hoony, C.  
Hollins, G. W.  
Hall, J. Andrew.  
Haleret, H.  
Hope, F. G.  
Hoe, Ah.  
Hill, Rev. J. R.  
Holt, G. C.  
Humphrey, W.  
Hamilton, Miss E.  
Hamilton, Capt. E. O.  
Hamilton, Capt.  
Hunt, Mrs. L. M.  
Henderson, F.  
Haiman, Mr. A.  
Haukhurst, Miss W.  
Horwitz, F. M.  
Hynd, R. R.  
Hassan, C. H.  
Isa Ah Yans.  
Jones, Dr. R. F.  
Jini, Messrs.  
Johnson, Rev. H. G.  
Jonsen, Capt.  
Jain, A. P.  
Jevakhan, N.  
Kantow.  
Kember, D. F.  
Knight, W.  
Koy, W.  
King, K.  
Lowenthal, J.  
Lins, M. H.  
Lunde, Mrs.  
Lee, Lieut. R. K.  
Liddon, R. A.  
Lauderhausen, A.  
Lauder, Dr. O.  
List of Registered Covers in Poste Restante:

Mehta Khan.  
Meyer, H. S.  
Masowski, W. von.  
Mohamed Amin.  
Morgan, W. A.  
Mannam Asaf Khan.  
Miyamoto, Y.  
Munshi Singh.  
Nesli, W. N.  
Naim Khan.  
Neuhaus, Otto (A).  
Ogata, J. T.

Beatty, Mrs. N.  
Biddell, Miss Marion.  
Blake, E.  
Comm. of Agents.  
Cassero, Dr. F.  
Cox, Mrs.  
Cunard, P.  
Collins, J.  
Dix & Gillings.  
Ekman, Miss Ida.  
Elias, A. (2).  
Ebraim, Memon.  
Eaton, E.  
E. Soum-chong. (2).  
Forsyth, G. C. S.  
Figueroa, A. F. y.  
Fukudas, S. (2).  
Folger, H. D.  
Gatgards, J.  
Gromed Singh.  
Grand Hotel.  
Gordon, C. B. (2).  
Galam Mhd.  
Granville, S. J.  
Hassan Singh.  
Hooper, G. H. (4).  
Hancock, W. St. J.  
Harper, C.  
Harboe, H.  
Humphrey, W.  
Hay, W.  
Israel, Esik.  
Jalal Din.  
Indian Address.  
Isah, Sarah Abraham.  
Isar, Singh.  
Jackson, S. C. S.  
Jackson, T. P.  
Japanese Address.  
Kohn, Siegfried.  
Kala Singh.  
Kiss, G. G.  
Louis, C. A.  
Lewis, Mrs. A. E. (2).  
Lester, H.  
Manning, Robt.  
Machado, A. E.  
Mayer, A.  
Miller, Mr. S.

Olbes, D. F. (2).  
O'Take, Miss.  
Piedkowsky, L.  
Portugia, Manuel.  
Ricus, A.  
Rankin, A. W.  
Rauchberger, Miss F.  
Reilly, S. G.  
Raulsen, Theo.  
Raymond.  
Ratta Singh.  
Rochel, Mrs.  
Reyes, Mariano.  
Rulla, Hakin.  
Rosario, A. F. do.  
Ritchie & Co.  
Rosenveig, P.  
Roth, Mrs. Rachel.  
Rusmat Ali.  
Stemmer, C. L.  
Sonda, Mrs. J. (2).  
Steward, C. V. S.  
Syett, Mr.  
Shiva, L. J. da.  
Shenberg, S.  
Schusterman, V.  
Silverster, Pte.  
Schwamisky, S. (3).  
Schwamneskupari, S. C.  
Spencer, Wm.  
Steward, A. S.  
Staculus, L.  
Sunder Singh.  
Sunderoff, A.  
Shurbat Khan.  
Stainfield, E. L.  
Torblitt, J.  
Uellner, Gustav.  
Van Laer (2).  
Weissman, B.  
Weinstein, J.  
Williams, Mrs. J.  
Walter, Werner.  
Woodberry, John.  
Wood, E. E. Small.  
Yedanjee Singh.  
Zonenhit, Ph.

List of Registered Covers for Merchant Ships:  
S.S. Aelius, Capt. Williams. (2).  
S.S. Aelius, Capt. Kirkwood. (2).  
S.S. Chiankong, Capt. J. Vaughan.  
S.S. Calcutta, J. Williams.  
S.S. Clyde, Hamilton Northcott.  
S.S. Chelms, A. Hoar.  
S.S. Dinned, J. Fleming (Baker). (2).  
S.S. Empress of India, Rev. W. K. McKibben.  
S.S. Derwange, A. Nelson.  
S.S. Halping, R. Macfarlane. [passenger].  
S.S. Kueiyang, Capt. Outerbridge.  
S.S. Aelius, C. Larson.  
S.S. Kama, R. W. Blamplid.  
Ship Noma, S. A. Shaw.  
S.S. Oceana, W. L. Patten.  
S.S. Patroclus, D. Pritchard.  
S.S. Phamang, Chief Engineer.  
S.S. Pyralis, H. P. Miller.  
S.S. Sargen, J. Scott.  
S.S. Sargen, J. Harris.  
Man of War Sunia.  
S.S. Tamsui, P. Williams.  
S.S. Tucklow, D. A. Allan.

Mehta Khan.  
Meyer, H. S.  
Masowski, W. von.  
Mohamed Amin.  
Morgan, W. A.  
Mannam Asaf Khan.  
Miyamoto, Y.  
Munshi Singh.  
Nesli, W. N.  
Naim Khan.  
Neuhaus, Otto (A).  
Ogata, J. T.

Shipping.  
STEAMERS.  
DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship  
"HAIMUN,"  
Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 8th instant, at Daylight.  
For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.  
Hongkong, 7th March, 1900. [287b]

Shipping.  
STEAMERS.  
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR LONDON.  
THE Company's Steamship  
"TEENKAI,"  
B. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March, at Daylight.  
For Freight, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, 2nd February, 1900. [138b]

Shipping.  
STEAMERS.  
CHINA NAVIGATION COMPANY, LIMITED.  
FOR MANILA, ILOILO AND CEBU.  
THE Company's Steamship  
"KWEIVANG,"  
Captain Outerbridge, will be despatched as above on THURSDAY, the 15th instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 6th March, 1900. [293b]

Shipping.  
STEAMERS.  
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR SINGAPORE, PENANG, MOULMEIN, COLOMBO, PORT SAID, FIUME AND TRIESTE.  
(Taking Cargo at through Rates to BLACK SEA, LEVANT AND ADRIATIC PORTS).  
THE Company's Steamship  
"MELPOMENE,"  
Captain G. Sabbadini, will be despatched as above on THURSDAY, the 16th instant, P.M.  
For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.  
Hongkong, 5th March, 1900. [282b]

Shipping.  
STEAMERS.  
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Company's Steamship  
"MAUSANG,"  
Captain Kynoch, will be despatched as above on FRIDAY, the 9th instant, at Noon.  
Cargo for KUDAT can be transhipped at SANDAKAN.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 5th March, 1900. [258b]

Shipping.  
STEAMERS.  
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SANDAKAN (DIRECT).  
THE Company's Steamship  
"MAUSANG,"  
Captain Kynoch, will be despatched as above on FRIDAY, the 9th instant, at 4 P.M.  
This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 5th March, 1900. [280b]

Shipping.  
STEAMERS.  
CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship  
"CHANGSHA,"  
Captain Moore, will be despatched on SATURDAY, the 10th instant, at 3 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 1st March, 1900. [411b]

Shipping.  
STEAMERS.  
EAST INDIAN STEAMSHIP COMPANY, LIMITED.  
NOTICE.  
STEAM FOR SANDAKAN.  
Calling at KUDAT if sufficient inducement offers.  
THE Company's Steamship  
"SANDAKAN,"  
Captain Muhle, will be ready to load for the above Port, on SATURDAY MORNING, the 10th instant.  
For Freight or Passage, apply to MELCHERS & CO., Agents.  
Hongkong, 6th March, 1900. [288b]

Shipping.  
STEAMERS.  
THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship  
"TAMSUI MARU,"  
Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 11th instant, at Daylight.  
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 5th March, 1900. [45]

Shipping.  
STEAMERS.  
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR SINGAPORE, PENANG, RANGOON, COLOMBO, BOMBAY, SUEZ, PORT SAID, FIUME AND TRIESTE.  
(Taking Cargo at through Rates to PERSIAN GULF, BLACK SEA, LEVANT AND ADRIATIC PORTS.)  
THE Company's Steamship  
"FRZ FERDINAND,"  
Captain K. Morovich, will be despatched as above on WEDNESDAY, the 14th instant, P.M.  
Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.  
For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.  
Hongkong, 5th March, 1900. [281b]

Shipping.  
STEAMERS.  
THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.  
FOR LONDON.  
THE Company's Steamship  
"TEENKAI,"  
B. Davies, Commander, will be despatched as above on WEDNESDAY, the 14th March, at Daylight.  
For Freight, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, 2nd February, 1900. [138b]

Shipping.  
STEAMERS.  
CHINA NAVIGATION COMPANY, LIMITED.  
FOR MANILA, ILOILO AND CEBU.  
THE Company's Steamship  
"KWEIVANG,"  
Captain Outerbridge, will be despatched as above on THURSDAY, the 15th instant.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 6th March, 1900. [293b]

Shipping.  
STEAMERS.  
AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
STEAM FOR SINGAPORE, PENANG, MOULMEIN, COLOMBO, PORT SAID, FIUME AND TRIESTE.  
(Taking Cargo at through Rates to BLACK SEA, LEVANT AND ADRIATIC PORTS).  
THE Company's Steamship  
"MELPOMENE,"  
Captain G. Sabbadini, will be despatched as above on THURSDAY, the 16th instant, P.M.  
For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.  
Hongkong, 5th March, 1900. [282b]

Shipping.  
STEAMERS.  
EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Company's Steamship  
"MAUSANG,"  
Captain Kynoch, will be despatched as above on FRIDAY, the 9th instant, at Noon.  
Cargo for KUDAT can be transhipped at SANDAKAN.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 5th March, 1900. [258b]

Shipping.  
STEAMERS.  
INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
FOR SANDAKAN (DIRECT).  
THE Company's Steamship  
"MAUSANG,"  
Captain Kynoch, will be despatched as above on FRIDAY, the 9th instant, at 4 P.M.  
This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 5th March, 1900. [280b]

Shipping.  
STEAMERS.  
CHINA NAVIGATION COMPANY, LIMITED.  
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship  
"CHANGSHA,"  
Captain Moore, will be despatched on SATURDAY, the 10th instant, at 3 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 1st March, 1900. [411b]

Shipping.  
STEAMERS.  
EAST INDIAN STEAMSHIP COMPANY, LIMITED.  
NOTICE.  
STEAM FOR SANDAKAN.  
Calling at KUDAT if sufficient inducement offers.  
THE Company's Steamship  
"SANDAKAN,"  
Captain Muhle, will be ready to load for the above Port, on SATURDAY MORNING, the 10th instant.  
For Freight or Passage, apply to MELCHERS & CO., Agents.  
Hongkong, 6th March, 1900. [288b]

Shipping.  
STEAMERS.  
THE OSAKA SHOSHEN KAISHA, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship  
"TAMSUI MARU,"  
Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 11th instant, at Daylight.  
For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 5th March, 1900. [45]

Intimations.  
JUST RECEIVED.  
Several Kinds of JAPANESE CIGARETTES.  
D. K. K. & Co., Agents.  
No. 12, P. 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.  
WORTH A GUINEA A BOX.  
BEECHAM'S PILLS.  
FOR ALL BILIOUS AND NERVOUS DISORDERS.  
SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.  
ANNUAL SALE SIX MILLION BOXES.  
Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helens, England.  
SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—WATKINS & CO., APOTHECARIES' HALL, 66, Queen's Road, Central, Hongkong.  
MITSUI BUSSAN KAISHA.  
No. 6, Ice House Street, Praya Central.  
Head Office:—TOKIO.  
Branch Offices:—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.  
Agents:—Mitsui Coal Mines, Kanab, Coal Mines, Hokoku Coal Mines, Yeshinotani Coal Mines, Onoura Coal Mines, No. 1, Onoura Coal Mines, Ichimura Coal Mines, Kishima Coal Mines, Yashio Coal Mines, Yamano Coal Mines, Manoura Coal Mines, The Osaka Shosen Kaisha, Ltd., Tokio Marine Insurance Co., Limited, Meiji Fire Insurance Co., Limited, Kanagawa Cotton Spinning Mills, Shanghai Cotton Spinning Mills, Tokio Cotton Spinning Mills, Mikko Cotton Spinning Mills, Imperial Government Paper Mills, Onoda Cement Company.  
MITSUI BUSSAN KAISHA, M. FUJISE, Manager.  
Hongkong, 11th December, 1900. [33]

Intimations.  
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.  
JAYES FLUID.  
THE BEST DISINFECTANT.  
AVOID ALL RISK OF OUTBREAK BY ITS USE.  
W. G. HUMPHREYS & Co., Bank Buildings.  
Hongkong, 9th March, 1897. [32]

Intimations.  
F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.  
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.  
SOLE AGENTS FOR HARTMANN'S RAHTJENS GENUINE COMPOSITE RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.  
Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.  
EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.  
Hongkong, 14th May, 1896. [39]

Intimations.  
GRIMAULT'S INDIAN CIGARETTES.  
Asthmatic people who suffer from Oppression in Breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Emphysema, Tracheitis, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.  
GRIMAULT & Co., Paris, sold by all Chemists.

Intimations.  
GRIMAULT'S Matico Capsules AND INJECTION.  
Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of acute and chronic Discharges. These Capsules, unlike other remedies, have not the inconvenience of producing Nausea.  
MATIOCO INJECTION is used in recent MATICO CAPSULES in chronic cases.  
GRIMAULT & Co., Paris, sold by all Chemists.

Intimations.  
NOT RESPONSIBLE FOR DEBTS.  
Neither the CAPTAINS nor the AGENTS, nor the OWNERS, will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—CATHERINE APGAR, Brl. str., J. G. Olliff—David Sassoon, Sons & Co.



## Intimations.

**CHS. J. GAUPP & CO.**  
CHRONOMETER, WATCH, AND CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, AND OPTICIANS.  
CHARTS AND BOOKS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES.  
MARINE GLASSES AND SPYGLASSES.  
Nos. 54 & 56, Queen's Road Central. (41)

## LEVY HERMANOS.

**DIAMOND MERCHANTS, JEWEL-  
LERS AND WATCHMAKERS.**  
Sole Agents in the East for the amalgamated  
CLERMONT, HUMBER and GLADIATOR CO., Ltd.  
DUNLOP TYRES' BICYCLES—PRICE, \$160.  
A special reliable Watch made for this Climate.  
Quality A.....\$16  
Quality B.....\$12  
40, QUEEN'S ROAD,  
Watson's Building.

## SIEN TING,

SURGEON DENTIST.

No. 10, DIAGUILL STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. (39)

VISITORS AT THE HONGKONG  
HOTEL.

Aitken, Mr. J. H. Lawton, Misses (2)  
Akemann, Mr. B. Leggett, Mr. E. C.  
Angier, Mr. and Mrs. Levey, Mr. and Mrs.  
A. G.  
Angus, Mrs. John Lewy, Mr. L. A.  
Arnold, Mr. E. L. L. C.  
Bailey, Mr. L. L. L. C.  
Bailey, Mr. W. S. L. C.  
Bain, Mr. A. A. L. C.  
Barber, Mr. J. N. L. C.  
Barlow, Mr. B. J. L. C.  
Bartlett, Mr. J. F. N. L. C.  
Blackburn, Com. R. N. L. C.  
Bottemheim, Mr. and Mrs. A. H.  
Boyd, Mr. L. C.  
Brooks, Mrs. F. W. L. C.  
Brown, Mr. and Mrs. D. E.  
Bruha, Mr. H. L. C.  
Burgdorf, Mr. T. F. L. C.  
Butler, Mr. and Mrs. T. C.  
Butler, Miss B. L. C.  
Byron, Mr. J. C. L. C.  
Carter, Mr. H. L. C.  
Cass, Mrs. F. L. C.  
Cavill, Mr. and Mrs. R. H. L. C.  
Chadwick, Mr. Thos. L. C.  
Clark, Dr. and Mrs. F. L. C.  
Cary, Mr. W. P. L. C.  
Davidson, Mr. and Mrs. S. J. L. C.  
Dawson, Comdr. and Mrs. P. L. C.  
Dennoche, Mr. P. C. L. C.  
Docking, Mr. R. M. L. C.  
Drake, Mr. and Mrs. R. L. C.  
Drum, Miss L. C.  
Frumkush, Mr. G. E. L. C.  
Gibbs, Mr. A. W. S. L. C.  
Giles, Mr. L. C.  
Glover, Mrs. L. C.  
Goddard, Capt. L. C.  
Griffin, Major and Mrs. L. C.  
Hagenmuller, Mr. E. L. C.  
Hall, Mr. R. J. L. C.  
Hallwell, Mr. G. L. C.  
Hamersley, Mr. B. F. L. C.  
Hartgenensis, Baron and valet L. C.  
Haywood, Mr. and Mrs. S. L. C.  
Headley, Mr. M. L. C.  
Hogg, Mr. W. S. L. C.  
Hocking, Mr. W. S. L. C.  
Howard, Mr. T. L. C.  
Hudson, Mr. E. P. L. C.  
Hutton, Misses (2) L. C.  
James, Miss L. C.  
Jemson, Mr. J. W. L. C.  
Jeffrey, Major and Mrs. L. C.  
Joseph, Mr. and Mrs. E. S. L. C.  
Katsch, Mr. E. A. L. C.  
Kennedy, Mr. R. J. L. C.  
Kinghorn, Mr. L. C.  
King, Mr. and Mrs. A. W. L. C.  
Lambie, Mrs. J. E. L. C.  
Langdon, Mr. and Mrs. L. C.  
Lawton, Mr. A. L. C.

VISITORS AND RESIDENTS AT THE  
PEAK HOTEL.

Beattie, Mr. Andrew John, Major G. R. St.  
Bryne, Mr. H. F. R. Kolof, Captain F.  
Bryne, Colonel Lee, Mr. J. E.  
Bure, Mr. A. R. Mitchell, Mr. R.  
Caird, Mr. Arthur R. Mullins, Mr. E. S.  
Carlington, Sir John W. Oppenheim, Mr. O.  
C. Gorman, Lt.-Col. The O.  
Dann, Mr. G. H. Pollock, Hon. H. E.  
Dow, Mr. P. Prynce, Capt. H. V.  
Dreke, Mr. F. J. Haver Reilly, Major C. W.  
Ezekiel, Mr. J. S. Runsey, Comdr. R. M.  
Forbes, Mr. A. Sinclair, Mr. A. Findlay  
Gompertz, Mr. H. H. Stokes, Mr. A. P.  
Green, Mr. D. M. Thomsen, Mr. O. D.  
Gros, Mr. Edward F. Wardwell, Misses (2)  
Hays, Mr. J. Wedderell, Mr. F. G. M.  
Hochsperger, Mr. Wheeler, Mr. G. H.  
Inchbold, Mr. Chantrey

## CRAGIEBURN.

Catal, Madame Penny, Miss  
Dowler, Mrs. H. G. Rice, Mrs. Albert Smith  
Filton, Mrs. W. A. Rice, Miss Ellen A.  
Filton, Mrs. and daughters Simmonds, Mrs. C. B.  
Flynn, R. N. Rev. F. Swan, Lt. C. F. U.S.N.  
Johnston, Rev. F. T. Swan, Mrs. C. F. and  
Miller, Mrs. M. J. daughter  
Miller, Miss Maud Villenre, Mr. M. de  
Miller, Miss Carolina Velpicelli, Consul  
Miller, Miss Julia Velpicelli, Madame  
Osorio, Mrs. F. P. and daughter Wright, Mrs.

## OPIMUM QUOTATIONS.

Hongkong, 7th March.  
New Patna .....1,025 per chest.  
New Benares .....1,040  
Old Malwa .....930/960 per picul.  
Patna, Only cash .....640  
Patna, papered .....870/875

## The Share Market.

## LATEST QUOTATIONS.

(March 7th.)

Companies.	Paid up Capital.	Latest quotations.
<b>Banks.</b>		
Hongkong & Shanghai Banking Corporation	\$125	315 % premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 1	£5.5 buyers
National Bank of China, Ltd.	£ 8	\$25
Do. Founders.	£ 1	\$20

<b>Marine Insurances.</b>		
Union Ins. Society of Canton, Ltd.	\$ 50	\$230
China Traders' Ins. Co., Ltd.	\$ 25	\$55
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Ltd.	£ 60	\$125
Canton Ins. Office, Ltd.	\$ 50	\$130
Straits Ins. Co., Ltd.	\$ 20	\$14

<b>Fire Insurances.</b>		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$318
China Fire Ins. Co., Ltd.	\$ 20	\$89

<b>Shipping.</b>		
Hongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$29
Indo-China Steam Navigation Co., Ltd.	£ 10	\$88
China & Manila S.S. Co., Ltd.	\$ 50	\$115
Douglas Steamship Co., Ltd.	\$ 50	\$49
China Mutual S. N. Co., Ltd. (Ordinary)	£ 10	\$10.10 buyers
China Mutual S. N. Co., Ltd. (Ordinary)	£ 5	\$5
Star Ferry Co., Ltd.	\$ 10	\$18
"Shell" Transport & Trading Co., Ltd.	£ 100	\$260

<b>Rubberies.</b>		
China Sugar Refining Co., Ltd.	\$100	\$145
Luzon Sugar Refining Co., Ltd.	\$100	\$47

<b>Mining.</b>		
Punjab Mining Co., Ltd.	\$ 7	\$74
Punjab Mining Preference Shares	\$ 1	\$1.40
Queen Mines, Ltd.	25 cts.	\$0.27
Jebleh Mining and Trading Co., Ltd.	\$ 5	\$14
Ramp. Africa Gold Mining Co., Ltd.	\$ 15	\$10.62
Oliver's Freehold Mines, Ltd. A	\$ 4	\$4.30
Oliver's Freehold Mines, Ltd. B	\$ 4	\$4.30
Great Eastern & Caledonian Gold Mining Co., Ltd.	\$ 5	\$1
Do. (Preference)	\$ 1	\$0.40

<b>Books, Wharves and Godowns.</b>		
Hongkong & Whampoa Dock Co., Ltd.	\$125	495 % premium.
Hongkong and Kowloon Wharf & Godown Co., Ltd.	\$ 50	\$82 1/2 ex div.
Wanchai Wharves & Storage Co., Ltd.	\$ 37 1/2	\$45
New Amoy Dock Co., Ltd.	\$ 62	\$204

<b>Land, Hotels and Buildings.</b>		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.40
Hongkong Land Investment & Agency Co., Ltd.	\$ 50	\$125
Kowloon Land and Building Co., Ltd.	\$ 30	\$36
West Point Building Co., Ltd.	\$ 50	\$44 buyers
Hongkong Hotel Co., Ltd.	\$ 50	\$127
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$9

<b>Cotton Mills.</b>		
Hongkong Cotton Spinning & Dyeing Co., Ltd.	\$100	\$38
Ewo Cotton Spinning & Dyeing Co., Ltd.	Tls. 100	Tls. 62 1/2
International Cotton Mfg. Co., Ltd.	Tls. 100	Tls. 73
Laau-kung-mow Cotton Spinning & Dyeing Co., Ltd.	Tls. 100	Tls. 72
Soy Cane Cotton Spinning Co., Ltd.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 55

<b>Miscellaneous.</b>		
Green Island Cement Co., Ltd.	\$ 10	\$20
China-Borneo Co., Ltd.	\$ 15	\$17
A. S. Watson & Co., Limited	\$ 10	\$104
Hongkong Electric Co., Limited	\$ 10	\$12.75
Hongkong Electric Co., Limited	\$ 2	\$2.40
Hongkong and China Gas Co., Ltd.	£ 10	\$135
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$330
Geo. Fenwick & Co., Ltd.	\$ 25	\$48
Hongkong Ice Co., Ltd.	\$ 25	\$107
Hongkong High Level Railway Co., Ltd.	\$100	\$155
Dairy Farm Co., Ltd.	\$ 50	\$26 buyers
Campbell, Moore and Co., Ltd.	\$ 10	\$16
Bell's Asbestos East-ern Agency, Ltd.	£ 1	£1 nominal
United Asbestos Oriental Agency, Ltd.	\$ 4	\$5
United Asbestos Oriental Agency, Ltd.	\$ 10	\$10
Carmichael & Co., Ltd.	\$ 20	\$8
Tebrau Planting Co., Ltd.	\$ 5	\$5
Tebrau Planting Co., Ltd.	\$ 4	\$4

<b>Benjamin, Kelly &amp; Fotts, Share Brokers.</b>		
Telegraph Address—"Rialto"		
Telephone No. 146		

## EXCHANGE.

Hongkong, 7th March.  
ON LONDON, Telegraphic Transfer .....1/11 1/16  
Bank Bills, on demand .....1/11 1/16  
Credits, 4 months' sight .....1/11 1/16  
D'Amiens, 4 months' sight .....1/11 1/16  
ON BERLIN, (demand) .....M. 200  
ON PARIS, Bank Bills, on demand .....2/53  
Credits, 4 months' sight .....2/53  
ON NEW YORK, Bank Bills, on demand .....47 1/2  
Credits, 30 days' sight .....48 1/2  
ON BOMBAY, Telegraphic Transfer .....72 nom.  
On demand .....145 1/2  
Private, 30 days' sight .....73 1/2  
ON YOKOHAMA, T.T. .....3 1/2 per cent. prem.  
Sovereigns, Bank's Buying Rate .....\$10.18  
Gold Leaf 1000 to the picul .....32.25  
Bar Silver .....37 1/2  
Dollars .....3 per cent. prem.

## VESSELS IN PORT.

**Cleaners.**  
ALGOA, British steamer, 4,897, F. G. Hansford, 4th Mar.—San Francisco 22nd Jan, and Moji 27th Feb, General—P. M. S. S. Co.  
APENRADE, German steamer, 6,111, A. Bendixen, 5th Mar.—Hoihow 4th Mar, Rice—Jessen & Co.  
ARIAKE MARU, Japanese steamer, 1,885, M. Yamamoto, 5th Mar.—Moji 28th Feb, Coal—Akutsu Kaisha.  
ARIEL, Norwegian steamer, 995, C. M. Rafen, 2nd Mar.—Swatow 28th Feb, Ballast—Jardine, Matheson & Co.  
BAKU STANDARD, British steamer, 5,000, H. Tucker, 22nd Feb.—Shanghai 18th Feb, Ballast—Meyer & Co.  
BRITISH, British steamer, 2,056, J. H. Clark, 4th Mar.—Kutchinotai 27th Feb, Coal—Mitsui Bussan Kaisha.  
CANDIA, British steamer, 4,195, W. H. Haughton, R.N.R., 6th Mar.—Singapore 1st Mar, General—P. & O. S. S. Co.  
CHANGSHI, British steamer, 1,823, T. Moore, 2nd Mar.—Moji 26th Feb, Coal and General—Butterfield & Swire.  
CHINGTUI, British steamer, 1,539, J. Williams, 26th Feb.—Sydney 30th Jan, and Manila 23rd Feb, General—Butterfield & Swire.  
DAPINE, German steamer, 1,292, Th. Nissen, 31st Dec.—Kutchinotai 26th Dec, Coal—Siemssen & Co.  
DORIC, American steamer, 2,691, Harry Smith, R.N.R., 1st Mar.—San Francisco 1st Feb, Honolulu 8th, Yokohama 21st, Kobe 22nd, Nagasaki 24th, and Shanghai 27th, Mails and General—P. & O. S. S. Co.  
EMPRESS OF JAPAN, British steamer, 5,041, G. A. Lee, R.N.R., 21st Feb.—Vancouver 2nd Feb, and Shanghai 22nd, Mails and General—C. P. R. Co.  
GERMANIA, German steamer, 1,174, A. Moller, 19th Feb.—Java 30th Jan, Sugar—Jessen & Co.  
HAILAN, French steamer, 377, Pannier, 24th Feb.—Pakhoi 23rd Feb, General—A. R. Marty.  
HAINUI, British steamer, 636, A. E. Hodgins, 6th Mar.—Famusi 1st Mar, Amoy 2nd, and Swatow 5th, General—Douglas, Lapraik & Co.  
HONGKONG, French steamer, 739, Bastian, 27th Dec.—Haiphong and Hoihow 26th Dec, General—A. R. Marty.  
INDEPENDENT, German steamer, 871, A. Hantz, 3rd Mar.—Samarang 21st Feb, General—Sander, Wieler & Co.  
LOONGSANG, British steamer, 1,092, T. S. Weigall, 6th Mar.—Manila 3rd Mar, General—Jardine, Matheson & Co.  
LOOSOR, British steamer, 1,020, J. B. Jackson, 2nd Mar.—Bangkok 22nd Feb, and Koh-si-chang 14th, Rice and Timber—Butterfield & Swire.  
MAUSANG, British steamer, 1,644, J. Kynock, 1st Mar.—Java 17th Feb, Sugar—Jardine, Matheson & Co.  
MONMOUTHSHIRE, British steamer, 1,871, W. A. Evans, 1st Mar.—Portland, Oregon 29th Jan, Flour—Dodwell & Co., Ltd.  
MORVEN, British steamer, 2,360, J. T. Norrie, 5th Mar.—Shanghai 1st Mar, Sheep and General—Shevan, Tomes & Co.  
ON SANG, British steamer, 1,787, J. Young, 4th Mar.—Samarang 20th Feb, Sugar—Jardine, Matheson & Co.  
OVO MARU, Japanese steamer, 1,872, S. Kakimi, 2nd Mar.—Keelung 28th Feb, Coal—Jardine, Matheson & Co.  
PAKSHAN, British steamer, 1,235, J. Jenkins, 3rd Mar.—Saigon 27th Feb, Rice and Meal—Bradley & Co.  
PHRA NANG, British steamer, 1,026, A. S. Calder, 5th Mar.—Bangkok 25th Feb, General—Butterfield & Swire.  
PROFONTS, British ship, 1,390, W. Mackay, 25th Feb.—Saigon 20th Feb, Rice—Jardine, Matheson & Co.  
QUEEN ABDELDE, British steamer, 1,835, M. Nair, 19th Feb.—Tacoma and Kobe 14th Feb, General—Dodwell & Co., Ltd.  
RIOUJIN MARU, Japanese steamer, 2,972, J. W. Ekstrand, 27th Feb.—Kobe 22nd Feb, Flour and Matches—Order.  
SANDAKAN, German steamer, 1,374, E. Muhle, 2nd Mar.—Sandakan 25th Feb, Timber—Melchers & Co.  
SUISANG, British steamer, 2,164, E. J. Todd, 2nd Mar.—Java 19th Feb, Sugar—Jardine, Matheson & Co.  
TAIWAN, British steamer, 1,109, Harder, 3rd Mar.—Chinkiang 27th Feb, Rice—Butterfield & Swire.  
TAISANG, British steamer, 1,544, W. E. Sauer, 2nd Mar.—Calcutta 10th Feb, Penang 20th, and Singapore 23rd, General—Jardine, Matheson & Co.  
TETARTOS, German steamer, 1,578, T. Desler, 27th Feb.—Saigon 22nd Feb, Rice—Siemssen & Co.  
THYRA, Norwegian steamer, 2,420, J. D. Edvardson, 26th Feb.—San Diego 7th Jan, Flour and Coal—Butterfield & Swire.  
TOYO MARU, Japanese steamer, 1,538, K. Sakai, 28th Feb.—Moji 22nd Feb, Coal—Order.  
VICTORIA, American steamer, 1,992, John Pantion, 29th Jan.—Manila 26th January, Ballast—Dodwell & Co., Ltd.

FOREIGN MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.

**The Russian Squadron.**  
Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.  
Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elksky, at Nagasaki.  
Bobri, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,550 h.p., Captain Dobrovolsky, at Nagasaki.  
Dimitri Donckov, Russian armoured cruiser, 5,803 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.  
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Nagasaki.  
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Mikhshevsky, at Nagasaki.  
Koretych, Russian cruiser, 1,200 tons, 9 guns, 2,500 h.p., Capt. Sillman, at Nagasaki.  
Mandarin, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.  
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.  
Nayadnich, Russian cruiser, 1,331 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.  
Oltavny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Nagasaki.  
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domejroff, at Nagasaki.  
Rozhynski, Russian cruiser, 1,330 tons, Capt. Komaroff, Manila.  
Rurik, Russian flagship, 10,910 tons, armoured (twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki).  
Silach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.  
Sissel Veliky, Russian battleship, 10,000 tons, 14 guns, 9,500 h.p., Capt. Mollas, at Nagasaki.  
Sivuchan, Russian gunboat, 650 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.  
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Nagasaki.  
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchinsky, at Nagasaki.  
Vladik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulita, at Nagasaki.  
Zabinski, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.  
Ford, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Fantiichy, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.  
Novorostik, Russian torpedo boat, 87 tons, 4 guns, 2,500 h.p., 22 knots.  
Podoraznik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sikh, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Soolichina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.  
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Strait, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.  
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.  
(SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.  
Kaiting, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.

**HER BRITANNIC MAJESTY'S SHIPS  
ON THE CHINA STATION.**  
Hongkong, March 7th, 1900.  
Alacrity, despatch-vessel, 1,700 tons, 10 6-pdr. q.f. guns, 3,000 h.p., Commander A. H. Smith-Dorrien, Hongkong.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. W. Slade, Hongkong.  
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong.  
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Hon. S. C. J. Colville, C.B., en route Wei-hai-wei.  
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. H. J. Montgomerie, O.B., R.N., Shanghai.

British, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. R. L. S. Wrey, Shanghai.  
Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Hongkong.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. W. Cunningham-Ingman, Hankow.  
Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.  
Esk, coast defence gunboat, 363 tons, 3 guns, 120 h.p., Lieut.-Comdr. C. Chadwick, Ichang.  
Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.  
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.  
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.  
Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cunningham, Hongkong.  
Hunter, storeship, 1,640 tons, 800 i.h.p., Com. J. J. Dawson, Hongkong.  
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Singapore.  
Linnel, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.  
Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Manila.  
Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. G. Douglas, Shanghai.  
Phaon, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.  
Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Hongkong.  
Plover, 1st class gunboat, 455 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila.  
Redpoll, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.  
Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.  
Swift, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.  
Tamar, receiving ship, 4,900 tons, Comdr. Powell, Hongkong.  
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River.  
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Hongkong.  
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, Hongkong.  
Waterwitch, surveying vessel, 620 tons, Commander P. J. Dawson, Hongkong.  
Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.  
Wiven, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtze.  
Woodlark, British gunboat, 2 guns, 550 h.p., Lt.-Comdr. R. A. Norton, on the Yangtze.  
Torpedo boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class & 3 second-class boats.

**Miscellaneous.**  
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.  
Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.  
Valmy, Danish cruiser, 3,000 tons, Prince Valdemar, Shanghai.  
Zenit, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montclair, Swatow.

**THE FRENCH SQUADRON.**  
Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.  
D'Entrecasteaux, 1st class cruiser, 8,114 tons, 25 guns, 13,500 i.h.p., Capt. de Marolles, at Saigon.  
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Philibert, at Kwang-chow-wan.  
Eure, Dispatch-transport, Capt. Vallée, at Saigon.  
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chow-wan.  
Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Tourail, at Kwang-chow-wan.  
Lion, 2nd class cruiser, 8 guns, 576 h.p., Capt. Amet, at Kwang-chow-wan.  
Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Hongkong.  
Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Morner, at Saigon.  
\* Flagship of Vice-Admiral Courtesolles.

**THE GERMAN SQUADRON.**  
Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Hollmann, at Manila.  
Hansa, \* German cruiser, 6,400 tons, Capt. Pohl, at Singapore.  
Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Hongkong.  
Iliss, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lams, at Amoy.  
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, Formosa.  
Jaguar, German cruiser, Captain Kindinger, at Shanghai.  
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.  
\* Flagship of Admiral Fritze.

**THE AMERICAN SQUADRON.**  
Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,664 h.p., Capt. J. M. Forsyth, en route Manila.  
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,350 h.p., Com. C. H. Arnold, at Manila.  
Brooklyn, Flagship, U.S. cruiser, Admiral Watson, Manila.  
Calliope, U.S. gunboat, 137 tons, 1 gun 55 h.p., Lieut. Benjamin Tapp